. is not considered *i* sound policy to say liiat only one text book has to be prescribed. Now, this we know for the last thirty years. Educationists have been telling us that you have a syllabus and ba-sej on that syl abus any book could be used. But because everybody cannot make a thorough search of all the books avalable according to !he syllabus, we prescribe or we recommend text books. '_ Now, te:a books are so few. Text books' "which are produced by the NCERT are less than 2 per cent in thij country; the rest of 98 per cent are done by private publisher.-'. Therefore, sometimes inaccu- racie.s creep ;ii; sub-standard character also could, creep in. Now, what we do . is that periodically the NCERT takes up a survey of these hooks, sometimes from ^ the point of view of national integral ion. sometimes from the point of the quality of the book. And when it is brought to our notice—and, of course, from oiher points of view from other quarters—when these things are brought to our notice then we tell them not to u,se the book in the present form; if it is sub-standard it should not be u-ed. They should not be used in the present form in the sense that a suT>-sfandarc(treatment of the subject is something bad fo the bojs. s^, it should be changed.

MR. CHAIRMAN: Mr. Valampuri John.

SHRI VALAMPURI JOHN; Sir. to my painful surprise we find a startling reve lation in, the English prose prescribed or second standard in Madras schools by the NCERT; Jesus Christ was hanged to 'loath. *(Inlcrruptinna)* Hanging to death or nailing to the Cross may not be of a great difference to a 'ayman. But he was nailed to the Cross, he was crucified, is an ajticle of faith. It is one of the basic Dostulater of ch'ristian credo. So.. iMnce it is a very seriou> thing and because there are'a lot of implications wounding 'he very sentimen(s of the Christians, I would like to know from the hon. Minis ter whether he would consider withdra wal of this book from circulation im mediately.

SHRI P. V. NARASIMHA RAO: Certainly, Sir. This is a very serious matter. Not only inaccuracy, but it ii a howler. *{Interruptions)* I will certainly look into it.

SHRI RAMENDRA KUMAR POO-DAR: Sir, this kind of error or inaccuracy sometimes appears not only in Delhi, but in'many other State capitals and States. So, I would like to know from the Minister^ whether the ruling party at the Ce-.t.-e v.ould refrain fr.-^m making. political capital when such errors occur in opposition-ruled States.

SHRI P. V. NARASIMHA RAO; I do not understand the question.

MR. CHAIRMAN: Next quetion No. 205.

SHRI SURESH KALMADI; Sir, I had ^vritien yesterday that my priority No. 1 Question has not been listed as Question No. 205 and that priority No. I question has been put as unstarred. Another question has come here. I do not know how this has happened. I had written and I thought that the correction wou'd come today. Unfortunately, tiothing of that 'ort has happened.

Anyway, 1 am going ahead and putting this question.

Import of die^cl loicomotivcs

*205. SHRI SURESH KALMADI; Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that Government propose to import some powerful electric and diesel locomotives from Japan and Sweden;

(b) if so. what are the reasons therefor; and

(c) what steps Government proposg to take to manufacture these locomotives in-digenously?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA); (a) Orders have been placed for the import of electric locomotives from Japan and Sweden. No decision has yet been taken on the import of diesel locomotives.

(b) To upgrade technology.

(c) These locomotives will subsequently be progressively manufactured indigenou.s-ly with transfer of technolosy.

SHRI SURESH KALMADI: Sir, the railways do not want to be left behind and want to go to the 21st century in col laboratiiin with Japan and Sweden by importing about 50 crores of locomotives. Sir. the answer of the hon. Minister *ii* very vagile. It just shows how seriously Ihey take the question^ of the Members of Parliament. My questions is "whether it is a fact that Government propose to Import some powerful electric and diesel locomotives from Japan and Sweden."-They says: "Orders have been placed for the import of electric locomotives from Japan and Sweden", But no details are given as to how many locomotives are sought to *"be* imported. I will tell you that it is 18 locomotive^ or 20 locotno-tives. I will tell that they are vs^orth 50 crores of rupees. T know more. We know more. Thg newspapers know more than what the hon. Member has sought to inform the Members of this House. It is very sad.

Sir. I would like to know why they are importing 50 crores worth of locomotives. T am given to understand that they are importin<T three types of locomotives. I do not know why. T think, while answering my question he will say that tbev are gO'Hg to have trials of these three types. After that, they are going to see which is the best and they are going to indigenise locally the ^*sst* one. Do you have to spend 50 crores for that? The Civil Aviation Minister is here. They wanted to take a decision whether they would like to go in for Dornier or for Cata Or for Beechcraft. But wfc did nof have to pay any money for that. They brought the aircraft here and carried out trials. But Wg dij not have to pay any money. Finally, they chose the best one and wc went into collaboration. My question is. Why are we importing three different types of locomotives and if we are going to indigenise the best one of them, why are we paying 50 crores of rupees?

SHRI MADHAVRAO SCINDIA: Sir, I think the hon. Member is extremely unfair with me. I will be very careful in future. Before the Question Hour, he came and conversed with me and I gave him little snippets of information which he is now using against me as ammunition. I can a.sure the hon. Member that we are not trying to hide anything and we will givg him all {he infornialion that he wants inside the House Or outside the House if he wants to meet me. There is no intention of hiding anything. The hon. Member mentioned that his information was that we were going to import . three types of locomotives. Sir, at present Chitaranjan Locomotives manufacturers electric locomotives of about 3900 HP and it is called a Co-Co type which means two bogies with three axles in each bogie, i.e. six axles and 12 wheels, two wheels on each axle. So. this is the locomotive that is used on the Indian system.Now, we are importing Bo-Bo-Bo type of locomotives also. It has 6000 HP. We want to upgrade the technology. Therefore, We want to se^ whether Bo-Bo-Bo t>'pe is superior to the CoiCo type. Bo-Bo-Bo has three bo.L'ies with two axles on each bogie with two exles. Again, you end up with six axles and 12 wheels. So. the Co-Co type isi easier to maintain.. .

SHRI MAHENDRA MOHAN MISHRA; Let the Minister, explain Co-Co and Bo-Bo-Bo.

MR CHAIRMAN 1 tJioaght you are telling the story of Hoti aiid Bo-Bo.

SHRI MADHAVRAO SCINDIA: I am trying to *f* ny that Co-Co type is easier 'c maintain. It is less complicated. But this Bo-Bo-Bo type is supposed to be better for higher speed freight trains and may give more stability. So, we want to try out both the locomotives. And if we find that the Bo-Bo-Bo type is not as sxiperior

- SS-fliftjCo-Co as We call it, then we will go m "for Co-Co type. That is why there are basically two types.

MR. "CHAIRMAN: After this 'coco' now I don't think there is need for nn-othei sQppTemenlary.

SHRI SURESH KALMADI: Sir, after aH, the Minister is a 'go-go" Minister. Sir, the Minister said that I have gOt some snippets of information from him. But I had got mis-information from him. I have correct information from the newspaper cuttings an{j from the Library and from other Parliamentary Questions we have put to him. Sir, I wou'd like to know whether (hese Bo-Bo-Bo locomotives are going to be used by the 'go-go' Minister for passenger traffic and what are the speeds they are going to be used at, and whether we have thg tracks for these Bo-Bo-Bo locomotives. And I would also like to know. Sir, as to how many locomotives are required in the Seventh Five Year Plan and how many of these are going to *"be* manufactured in the Chitfar-anjan Locomolivg Works.

SHRI MADHAVRAO SCINDIA: Sir, the Bo-Bo-Bo type is basically for heavier freight haulage. We are today hauling a'oout 4,500 tonne freight trains, and we hope fo go up to about at least Rs. 7,500 tonnes or so with this particular locomotive. Basically it is for freight haulage but that does not har passenger haulage either. In passenger haulage, maybe the other type may also be better. But all this has to be examined. As far as electric locomotive requirements for the Se- , venth Plan are concerned, according to our electrification programme where we are e'ectrifying about 3,500 KMs in the Seventh Plan, we will be requiring approximately 500 locomotives in the five-year period. Wg are stepping up our indigenous capacity. The Chittaranjan Locomotive Works which is producing 60 locomotives, this year we are targeting to produce 70. and the year after 90, and the year after that 100. So, by 1988 we hope to be producing 100 locomotives from Chittaranjan. Thij will mean that there will bg a gap of about 100 to 150 locomotives in the Seventh Plan. So, we are having negotiations and discussions with the Bharat Heavy E'ectricals to try and make up that gap indigenously. And I hope our efforts will succeed. And there is a good chance of our efforts succeeding in that direction.

SHRI PARVATHANENI UPENDRA: Sir, there is much more behind the blah-blah-blah of the Minister. Sir, they are importing 18 locomotives of three types from Japan aty Sweden at a considerable cost. And the officials of the Chittaranjan Locomotivg Works, which is producing the electric locomotives, are on re-cord before the Railway Convention Committee that the Chittaranjan Locomotive' Works itself can produce a 5,000 HP or 6,000 HP locomotive immediately with a little input. And in spite of that, the Railway Ministry is going for imports. I do not know what the reason is. Sir, the Railway Convention Committee, in Its Fifth Report 'Vhich was placed before the Hpu e yesterday, specificalTiT warned that as for import of 18 proto-types iiOnn abroad, the Committee would like to sound a caution to keep in view the ex-perience regarding the import of traction motors from France some time back by way of abundant precaution to avoid pitfalls. The Committee also said, and I am quoting: 'The Committee feel ;hat the Chittaranjan Locomotive Works shou'd be asked to go ahead w'th opera tine of indiaenous electr'c locomotives of 5,000 or 6,000 HP, and the Railway should not attempt to go for manufacture of imported 6,000 HP locos which would lead to a setback to the Railways' irdi-geni^ation programme. The imports already ordered may be reviewed and cancelled, if possible." And in view of this specific recommendat'on and caution by the Railway Convention Committee, a high-powered Committee of this Parliament, will the Ministry review this order. You will take oie year to get the locomotive proto-tvpes. you will take one year for trials and you will tak^ six years to produce thc^e locomotives. By that time, ft will become outmoded. There-

fore, it is time to review this thing, if necessary to cancel the order. Will the Minister assure us that in pursuance of the recommendation made by the Railway Convention Committee he will review ihe whole thing and cancel the import order?

SHRI MADHAVRAO SCINDIA: Sir, 1 am very proud of the fact that the officers at the Chiltarunjan locomotive works have exuded such confidence but, Sir. it is felt in the Railway administration that one should have a look at the 6,000 h.p. locomotive a!so. At the same time, we have issued instructions to all the production units that they must have their own research and development cell *so* that there is a continuous process of upgrading technology within the unit itself also. It is noi as if you import I960 technology and by 1986 you have done nothing at all to upgrade that technology. That effort a'so is on. And, I am happy to inform the hon. Member that upgrading of the existing electric locomotive is a process wfiich is being undertaken by the Chittaranjan locomotive "work and we fcope to upgrade the horsepower from 3,900 to 4.500. The hon. Member is very knovvledgeable about the railways and may he he is interested to know that tap changers are being replaced by thy-risstorsi; air blast circuit breakers are fic'ng replaced by vacuum circuit breakers; single phase to three phase converter is being changed from rotating type to static type and the capacity of the main trar fiformer Ts being uprated to utilise the availability of traction motor capacity fu'ly. These are the basic details. The upgradation is taking olace. And, a; f said, it is cons'dered essential to hfve a look on the 6.000 h.p. locomotive also and that is why we are importing 18 of them. Initially it was thought that we will import 20 but now it has been decided to import 18 of them.

SHRI PARVATHANENI UPENDRA; One minute. Sir. Sir, he had not answered my question. V[T]i!l you review the whole thing in view of, the Conven'ion Committee's report? (/n-*terruptk is).*

MR. CHAIRMAN: His answer is complete.

SHRI NIRMAL CHATTERJEE: Sir, the question which he has not answered let me repeat as pan (a) of my question. Arc our tracks ;ueh that they can bear these 6,000 h.p. locomotives? Secondly, I asked this question at another time, taut the answer given was unsatisfactory. Let me put it again. Is it not true that coal reserves are relatively more plentiful than our oil reserves? If thai fs so. then is it not wise to experiment with steam locomotives rather than with diesel locomotives. Coal converted into electricity and i electric locomotives are perfectly understandable and justified. But to the extent that it *is* not possible, replacing steam locomotives by d[p]sel locomotives is it in the interests of the national economy particularly in view of the 'foreign exchange constraints?

SHRI MADHAVRAO SCINDIA: Sir, this question, the second part of the hon. Members question does not strictly pertain to this question, but U would like to answer j;. So far as part (a) of the question about trade- is concerned, they are considered at present strong enough to take the load and that is why the field trials are going to take place of these 18 loco motives that we are importing. We should know whether the tracks are really strong enough though we feel that strong enough. Sir, so far as part (*b)* of the question is con-cernedis considered five 1: more efficient to transport coal to the powerhouse, use coal in the power house and bring it out in the form of electric energy than to use it as trac tion power in steam Ives. Then, gteam locomo'is also consi der- -efficient type of locomo- and it is giving all sorts of prob lems and trouble and we are phasing it o,ut as the hon. Member know:-' it. But it is much more efficient to use- coal in the powerhouse and take electri city out.

SHRI NURMAL CHATTERJEE; I have aske^ for a comparison bat-ween diesei and steam. I am not comparing it with electric traction. That I know. I have. mentioned in the past also elsewheire for instaiice...

MR. CHAIRMAN: Let thg Minister answer. He has not finished.

SHRI MADHAVRAO SCINDIA: We do consider that the operations wouM be far more efficient if we convert steam into electric and dlesel an(i phase out thg steam locomotives as soon as possible becauge there are all SOT'S Of maintenance pi'oblems and other problemg which arisg which end up in a much higher cost of running the steam locomotive fleet.

Foreign Airlines operating through Calcutta

*206. SHRI SUKOMAL SEN; Will the Minister of TRANSPOR!T be pleased to state:

(a) what is the number of foreign airlines operating through Calcutta airport;

(b)i what are the flightg of Air India operating through Calrutta and their destinations-

(c) whether Government have entered into any agreement withany. more foreign airlines for their operation though Calcutta; and

(d) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) Six xoreign airlines namely, Aeroflot, Thai Airways, Banglade*' Biman, 'Royal Nepal Airlines, Drufc Air (Bhutan) and Surma airways are operating to/through Calcutta air port.

(b) Details of operations' of • Air India flishts to/from/through Calcutta. _

Sl. No.	Flight Number	Route
1	AI-316/Tuesday/Wednesday. . .	Bombay/Calcutta/Bangkok/Hongkong/ Tokyo.
2	AI-307/Wednesday/Thursday . . .	Tokyo/Osaka/Hongkong/Bangkok/ Calcutta/Bombay.
3	AI-132/Monday	London/Rome/Delhi/Bombay/Calcutta.
4	AI-103/Tuesday	Calcutta/Bombay/Dubai/London/New York.
5	AI-109/Thursday/Friday	Calcutta/Bombay/Dubai/London/New York.
6	AI-164/Wednesday/Thursday . . .	Paris/Frankfurt/Delhi/Bombay/ Calcutta.

(c)i and (d) BALKAN ^Bulgarian Airlines), LOT (Polish Airline.^) and Singapore Airlineg have been given rights to operate to Calcutta in the recent past.

SHRI SUKOMAL SEN; This question had been discusser earlier also.

Sir, not on'y the people of Eastern India but people from other parts also feel that Calcutta airport is verjr much neglected and ;hat is being neglected wilfully For example, I would quote from Hindustan Times Delhi edition of 23rd August.where it sayg: General Manager, International; Air-